

Date: 07/13/2022

Notes Taken By: Caroline Lucas, VHB

Place: Teams (virtual)

Project No.: 63635.00

Re: PLA Economic Evaluation Study Public Meeting #1

PANELISTS:

Patricia Quinn, NNEPRA  
Nathan Moulton, MaineDOT  
Nathan Howard, MaineDOT

Jack Clifford, LARC  
Matt Hogan, VHB

Maggie Maddox, VHB  
Tim Bryant, VHB  
Caroline Lucas, VHB

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## Meeting Notes and Discussion

Nate Howard, MaineDOT provided a project introduction. Maggie Maddox, VHB gave an overview of the project study area, purpose, background, and market analysis approach. Potential housing unit summary and development potential summary were provided for Option 1 (Lewiston/Auburn, Park & Ride, and Portland), Option 2 (Lewiston/Auburn, Park & Ride, Pineland 1A, and Portland), Option 3 (Lewiston/Auburn, Park & Ride, Yarmouth Junction, and Portland), and Option 4 (Lewiston/Auburn, Park & Ride, Pineland 1B, Yarmouth Junction, and Portland).

Examples of developments in Massachusetts/Connecticut cities were provided with varied characters and intensities: Framingham, MA, Meriden, CT, Wilmington, MA, Littleton, MA, and Cohasset, MA.

Next steps for this study and the overall project were outlined. The meeting was opened to public comment.

**Question:** No Portland growth expected? (Terry Stibbards)

**Nathan Moulton, MaineDOT:** responded that Portland was not included in market analysis as it is the end of the alignment.

**Question:** I'm new-ish to Lewiston and Maine; where in Lewiston would the proposed station be exactly? (Tobin Williamson)

**Nathan Moulton, MaineDOT:** responded that station site selection will be part of the later process.

**Comment:** I'm intrigued and hopeful that a rail line will be coming. Central Maine Medical center access would be very helpful for healthcare workers and students. The line would be utilized going down to Boston and beyond through Portland. (Whitney King-Buker)

**Question:** I agree with Whitney and am so excited for the thought of having commuter rail in the area. Would we be able to somehow connect in Portland to go on to Old Orchard Beach? (Jeanne Martin)

**Patricia Quinn, NNEPRA:** Connection in Portland would interface with Downeaster service.

**Comment:** On the two routes shown on the map, please make clear to the audience that route 1B follows the Pan Am corridor from Portland to Yarmouth junction, the SLR corridor from Yarmouth Junction to Danville Junction, and then returns to the Pan Am corridor from Danville Junction to downtown L-A. Your current maps suggest that the SLR corridor covers the whole route. Thank you. (Dick Woodbury)

**Question:** Have there been any opening discussions with housing and zoning, in the various study areas, to help determine what collateral development would best serve the different plans (i.e. affordable housing projects vs single family home communities)? (Anonymous)

**Maggie Maddox, VHB:** The cities were met with to understand what zoning goals are. The analysis was based on the market demand and did not get into the types of affordable/market rate housing. Demand was simply broken into owner/rental housing.

**Question:** What is a realistic projection for this project to become a reality? (Laurent Gilbert Sr.)

**Nate Moulton, MaineDOT:** This study was the next step, there are many more steps before getting approved for funding to construct the rail. There are engineering and environmental (NEPA) steps to even determine station site location. Funding is competitive, this step is required to show demand and positive impacts of a project like this on the economy.

**Comment:** The Lewiston station already exists, and the specific location can be talked about. The Park and Ride station is not close to the station, drop the idea. There is nothing at Royal Junction, don't consider it as a place for a station. The economic impact of connection itself must be explored. Yarmouth Junction is a walkable junction and provides an opportunity for a walkable community. (Tony Donovan, Rail Legislation Coalition)

**Comment:** The town of Rumford strongly supports the possible service that this project could provide. We believe that the actual catchment area of the station point likely extends further than the study area. Based on our housing market and significant housing pressures, the catchment area for Lewiston station likely extends all the way to Rumford. Community members express desire to commute to Portland station on a weekly basis. We see no downside to anything that benefits/improves freight service as alignment 1A likely would, although we support alignment 1B as well. We would appreciate consideration of bus connectors in any further studies. (George O'Keefe, Economic Development Director for the Town of Rumford)

**Question:** Why does the St. Lawrence & Atlantic option create more development in Yarmouth than the CSX all the way? They both interconnect to the Downeaster route. (Carl Wilcox)

**Maggie Maddox, VHB:** Alternative 1B, which uses the SLA line back to Pan Am further north than Alternative 1 along the Pan Am Freight Main Line. This potential station location is closer to downtown Yarmouth and generates increased development near Yarmouth Junction as compared to Royal Junction.

**Question:** Are there any considerations of light rail or commuter rail along Route 1 in Scarborough? Historically this had trolley or light rail 100 years ago. Now this is only for cars with frequent traffic bottlenecks. Would you consider a study of this area? (Anonymous)

**Nathan Moulton, MaineDOT:** Route 1 and Scarborough are not considered in this study.

**Patricia Quinn, NNEPRA:** No efforts are under way to look at service there.

**Question:** Will you be looking at the potential economic impact from increased access to educational opportunities or work opportunities? Also, at what stage will you be looking at user demand (hours, etc.)? (Maureen Perry)

**Maggie Maddox, VHB:** The project team will also be looking at a higher-level overall return on investment and will have more information on that in the next public meeting and final report.

**Question:** What economic development impacts has VHB documented along long-distance rail trails, either in Maine or in other states? A group of 8 trail organizations has presented a plan that supports corridor 1A for passenger trains and a complementary rail trail on the SLA corridor. Are you evaluating the combined economic impacts since that is a critical factor in comparing corridors 1A and 1B? (Dick Woodbury)

**Nathan Howard, MaineDOT:** This is not within the scope of this effort.

**Question:** Did this analysis consider the presence of Bates College and the potential for increased and more regular visitor traffic associated with our students and potential applicants? (Hoi Ning Ngai)

**Maggie Maddox, VHB:** The presence of Bates College was considered in the overall economic impact, but specific, detailed traffic associated with school visitors was not conducted.

**Question:** How many more steps for Lewiston-Auburn passenger rail? (Nick Przekopowski)

**Nathan Howard, MaineDOT:** Nathan Moulton answered this previously.

**Question:** Wondering about support or nonsupport from CSX RR who now owns the main line into Lewiston. (Kevin Michaud)

**Nathan Moulton, MaineDOT:** Not something that they have been asked about at this time.

**Question:** SLA option. The Pineland east station. Is that located in Pownal on Allen Road or New Gloucester on Route 231? Development and usage will be very different between the two. There is a lot of southbound traffic every morning on Rt 231. Allen Road is an east west commuter: Freeport to North Windham/Gray. Zoning in New Gloucester is more pro-growth than Pownal. Property taxes in Pownal are high that reduce new housing. (Carl Wilcox)

**Maggie Maddox, VHB:** The specific location has not been set as a part of this study.

**Question:** Pineland west appears to be on Morse Road. Either Pineland itself or the state through the well head protection program have prevented recreational parking for canoeist at Morse Road. If an occasional parked car for canoeing is such a threat how possibly can a parking lot for commuters ever be approved at this location? (Carl Wilcox)

**Nathan Howard, MaineDOT:** The specific location has not been set as a part of this study.

**Comment:** New Lewiston resident here. I'm an IT consultant for Delhaize in Scarborough. I've used commuter rail to Washington DC's Union Station while working for Amtrak and am a big fan. Very excited about the possibility of rail service to Lewiston/Auburn. (Terry Stibbards)

**Comment:** SLR route would seem better since there is no traffic on it at this moment compared to PanAm/CSX and its expectations of more rail traffic in a few years. (Mike Meserve)

**Question:** Is it anticipated that frequency would support commuting to Portland? (Heather Walters)

**Patricia Quinn, NNEPRA:** When the previous study was done, the schedule was intended to support commuters during standard commuting times.

**Comment:** I'm an abutter to the train route. I have lived along the route for about 50 years. Depending upon locomotive maintenance, the air emissions can be quite foul. Has the technology advanced for such a short line route that the locomotive can be battery powered to avoid the diesel emissions and fire hazard? I have had my property burned three

times by the railroad once requiring my family to evacuate with fire reaching approximately 100 feet to our home. (Carl Wilcox)

**Question:** Is the focus on new housing and business in the new station areas because it will increase ridership? (Sue Ellen Bordwell)

**Maggie Maddox, VHB:** This focus is to understand the impacts on new housing and developments - as the project continues to pursue federal funding economic impacts is considered as a potential return on investment.

**Question:** Do you believe it may happen in a year or two? (Jeanne Martin)

**Nathan Howard, MaineDOT:** There is no time frame at this point.

**Question:** How long is the trip from Lewiston to Portland anticipated to take? (Maggy Wolf)

**Maggie Maddox, VHB:** This information is in the transit propensity and operating plan report.

**Question:** Are you assuming additional housing demand is incremental to Maine or just to that immediate vicinity? (Terry Stibbards)

**Maggie Maddox, VHB:** The anticipated housing demand for each of the station areas were within walking distance to the Lewiston station and within a 3-mile radius for the other stations.

**Question:** Brand new resident of Lewiston. Around the assumption of the additional housing demand, if we're going after federal funds in the benefit of Maine, we need to be driving overall housing increase in Maine for this to have an economic impact. Will housing demand across Maine be looked at, such as where housing will be decreasing elsewhere? Do you have any cannibalization metrics in the work? (Terry Stibbards)

**Maggie Maddox, VHB:** It is a combination of new and moving anticipated growth from elsewhere, not the state but within the county area to the catchment area. Station area would draw anticipated growth towards it. Additional details will be included in the final report.

**Question:** In the development in changes of Rail carriers from Pan am to CSX, what is the is the plan or suggestion if Freight traffic would increase and pose a more challenging effort to establish the operations of the passenger service between Lewiston and Portland area on Route 1A on Map? (Eric Emery)

**Nathan Howard, MaineDOT:** As Nathan Moulton said, CSX just took over and this will be addressed as the study progresses.

**Question:** Would "workday" include hours beyond 9-5? Not everyone works standard hours, and students have evening classes. (Maureen Perry)

**Maggie Maddox, VHB:** Operating hour scenarios proposed included before and after 9-5 trips.

**Patricia Quinn, NNEPRA:** That study looked at a robust commuter connection, 12-14 round trip per day schedule.

**Question:** How CSX freight rail lines doing a day or night to impact to interrupt Downeaster/commuter rail their daily day trips schedules up to Lewiston-Auburn area in the future? (Nick Przekopowski)

**Nathan Howard, MaineDOT:** As Nathan Moulton said, CSX just took over and this will be addressed as the study progresses.

**Nathan Moulton, MaineDOT:** Based on current service there is a lot of capacity out there, one way of getting more capacity is adding siding and increasing speed. We don't know what it would be right now but there are alternatives to increase capacity in this corridor.

**Comment:** Wanted to convey how exciting the idea is of the Amtrak train continuing to go to Lewiston-Auburn, up to Bangor and potentially up to Bangor. There is a vision to do both a rail trail and active transportation corridor which requires looking at the economic impact of a rail trail system and having an economic development report considering the impact of the train. (Dick Woodbury)

**Question:** What if the ridership doesn't meet the demand for the service for the route? (Eric Emery)

**Maggie Maddox, VHB:** There is not a specific minimum ridership number required for funding.

**Question:** Has there been an evaluation of what will need to be done to make the rail and terminal access in Portland sufficient to support this addition service? (Joseph Daniels)

**Patricia Quinn, NNEPRA:** The current location at Thompson's Point would be very difficult to accommodate the capacity. Nothing that can be addressed at this time but thank you for your comment.

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## Appendix A – Attendee List

Attendee Report  
Report Generated:  
Topic

8/8/2022 11:55

MaineDOT Economic Evaluation Study for Commuter and Passenger Train Service Between Portland and the Lewiston and Auburn Area

Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered	# Cancelled	Unique Viewers	Total Users	Max Concurrent Views
899 5263 4654	7/13/2022 17:22		114	178	0	59	98

Attendee Details

Attended	User Name (Original Name)	First Name	Last Name	Email	Zip/Postal	Registration Time	Join Time	Leave Time	Time in Session (minutes)
No	George	George	Small	gsmall1@maine.rr.com		7/1/2022 16:13 --	--	--	--
No	Jordan	Jordan	Small	Jordansmall1994@gmail.com		7/1/2022 22:02 --	--	--	--
No	Robert	Robert	Williams	rwilliams@therua.net		7/2/2022 0:02 --	--	--	--
No	Erik	Erik	Rider	chidad073174@outlook.com		7/2/2022 0:07 --	--	--	--
Yes	Michael Peters	Michael	Peters	MVPeters@comcast.net		7/2/2022 2:36	7/13/2022 18:18	7/13/2022 19:16	58
No	Brian	Brian	Morin	brimorin2020@gmail.com		7/2/2022 6:54 --	--	--	--
No	Kathy	Kathy	Potrepka	kcp@ghi.net		7/2/2022 6:58 --	--	--	--
Yes	Alison Harris	Alison	Harris	Alison@harbart.net		7/2/2022 9:37	7/13/2022 18:00	7/13/2022 19:16	76
No	Ethan	Ethan	Handley	ehandleybiggs@gmail.com		7/2/2022 9:49 --	--	--	--
No	Joshua	Joshua	Wright	Joshuacwright@gmail.com		7/2/2022 10:05 --	--	--	--
Yes	Andrew Walton	Andrew	Walton	Andrew.walton72@yahoo.com		7/2/2022 11:10	7/13/2022 18:02	7/13/2022 18:29	27
No	Sally	Sally	Hebert	sajhebert@gmail.com		7/2/2022 11:30 --	--	--	--
No	Mariel	Mariel	Fluhr	mariel.fluhr@gmail.com		7/2/2022 11:42 --	--	--	--
No	Kristy	Kristy	Johnson	johnsonkristyh@gmail.com		7/2/2022 12:38 --	--	--	--
No	Zachary	Zachary	Gagne	zgagne11@gmail.com		7/2/2022 16:13 --	--	--	--
Yes	KEVIN MICHAUD	KEVIN	MICHAUD	kmichaud@bates.edu		7/2/2022 17:17	7/13/2022 18:16	7/13/2022 19:15	59
No	B	B	Golob	kb1irz@gmail.com		7/2/2022 18:27 --	--	--	--
No	Jason	Jason	LeBourdais	latentmaine@gmail.com		7/2/2022 19:05 --	--	--	--
Yes	Don Piper	Don	Piper	dpiper1936@gmail.com	4097	7/2/2022 19:20	7/13/2022 18:17	7/13/2022 19:03	46
No	Sim	Sim	Kaan	simeon.kaan@gmail.com		7/2/2022 22:03 --	--	--	--
No	Drew	Drew	Breau	drewbreau@outlook.com		7/2/2022 22:44 --	--	--	--
No	Steven	Steven	Hayworth	steven@hayworth.com		7/3/2022 12:32 --	--	--	--
No	Matthew	Matthew	Hume	mtthwhm@gmail.com		7/3/2022 14:09 --	--	--	--
No	john	john	myrand	Johnmyrand@roadrunner.com		7/3/2022 16:19 --	--	--	--
Yes	Nick Przekopowski	Nick	Przekopowski	Nickprzekopowski@yahoo.com		7/3/2022 16:38	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Tony Donovan	Tony	Donovan	melikesrail@gmail.com	4101	7/3/2022 17:44	7/13/2022 18:00	7/13/2022 18:07	8
Yes	Tony Donovan	Tony	Donovan	melikesrail@gmail.com			7/13/2022 18:22	7/13/2022 19:16	54
Yes	Eric Emery	Eric	Emery	eemery@maine.rr.com		7/3/2022 20:37	7/13/2022 18:00	7/13/2022 19:18	78
Yes	Eric Emery	Eric	Emery	eemery@maine.rr.com			7/13/2022 18:00	7/13/2022 18:01	2
No	Lynnea	Lynnea	Hawkins	hawk.lynn80@gmail.com		7/3/2022 21:21 --	--	--	--
No	Stephen	Stephen	Griffin	stephen@griffinmail.net		7/4/2022 0:32 --	--	--	--
Yes	John Brooking	John	Brooking	johnbrooking4@gmail.com	4092	7/4/2022 6:51	7/13/2022 18:21	7/13/2022 18:59	39
No	Alan	Alan	Downey	alanbdowney@gmail.com		7/4/2022 9:17 --	--	--	--
No	Stephen	Stephen	Washburn	Stephen.dwb@gmail.com		7/4/2022 13:39 --	--	--	--
No	Dermot	Dermot	Bostock	dermotMB@roadrunner.com		7/4/2022 14:16 --	--	--	--
Yes	Bob Stone	Bob	Stone	bstone04210@gmail.com		7/4/2022 16:39	7/13/2022 18:00	7/13/2022 19:16	76
No	Chris	Chris	Parelius	cparelius09@gmail.com		7/4/2022 21:07 --	--	--	--
No	Louise	Louise	Rosen	mainerosen@gmail.com		7/5/2022 6:17 --	--	--	--
Yes	Dick Woodbury	Dick	Woodbury	dickwoodbury1@gmail.com		7/5/2022 10:02	7/13/2022 18:00	7/13/2022 19:16	76
No	Michael	Michael	Anthony	michaelanthony207@gmail.com		7/5/2022 10:05 --	--	--	--
Yes	Sue Ellen Bordwell	Sue Ellen	Bordwell	sebordwell@gmail.com		7/5/2022 14:42	7/13/2022 18:00	7/13/2022 19:16	76
No	Peg	Leonard	Peg	mainepg1@gmail.com		7/5/2022 15:06 --	--	--	--
Yes	Paul Drinan	Paul	Drinan	pdrinan@gmail.com		7/5/2022 15:09	7/13/2022 18:00	7/13/2022 19:16	76
No	Edward	Edward	Ashley	edwardashley02@gmail.com		7/5/2022 15:20 --	--	--	--
No	Robert	Robert	Corthell	bcorthell@yahoo.com		7/5/2022 15:28 --	--	--	--
No	Jeremy	Jeremy	Cluchey	jcluchey@gmail.com		7/5/2022 16:09 --	--	--	--
No	Jim	Jim	Mentink	j.mentink@yahoo.com		7/5/2022 16:49 --	--	--	--
No	Jerri	Jerri	Stone	Jerrystone9@gmail.com		7/5/2022 17:01 --	--	--	--
No	Daniel	Daniel	Ostrye	dostrye@gmail.com		7/5/2022 18:41 --	--	--	--
No	Joanne	Joanne	Snider	snider_joanne@yahoo.com		7/5/2022 19:03 --	--	--	--
Yes	Maggy Wolf	Maggy	Wolf	mswnola@gmail.com		7/5/2022 20:09	7/13/2022 18:04	7/13/2022 18:24	20
Yes	Maggy Wolf	Maggy	Wolf	mswnola@gmail.com			7/13/2022 18:24	7/13/2022 19:07	44
Yes	Tom Reeves	Tom	Reeves	tom.reeves@twc.com		7/5/2022 21:06	7/13/2022 18:01	7/13/2022 19:07	67
No	Jonathan J	Jonathan J	Trott	thycamaine@gmail.com		7/6/2022 2:29 --	--	--	--
Yes	Angela King	Angela	King	angela@bikemaine.org		7/6/2022 9:29	7/13/2022 18:01	7/13/2022 19:16	75
No	Zachary	Zachary	Knights	zknights0406@gmail.com		7/6/2022 10:53 --	--	--	--
No	Sam	Sam	Boss	aboss@bates.edu		7/6/2022 11:15 --	--	--	--
No	GORDIE	GORDIE	RAYNES	icecat@roadrunner.com		7/6/2022 11:19 --	--	--	--

Yes	Heather Walters	Heather	Walters	hmeadq@gmail.com	7/6/2022 11:59	7/13/2022 18:00	7/13/2022 18:09	9
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Yes	Roadrain Sagner	Roadrain	Sagner	Twosilvrgems@gmail.com	7/6/2022 12:42	7/13/2022 18:00	7/13/2022 19:16	76
No	Catherine	Catherine	Proulx	cathygproulx@gmail.com	7/6/2022 13:29 --	--	--	
No	EILEEN	EILEEN	MESSINA	EILEENMRM@GMAIL.COM	7/6/2022 15:05 --	--	--	
No	Quinn	Quinn	Gormley	quinn@mainetransnet.org	7/6/2022 15:14 --	--	--	
No	Robert	Robert	McLaugh	rsmclaughliniii@gmail.com	7/6/2022 17:44 --	--	--	
No	Anne	Anne	Farrington	randyanne28@gmail.com	7/6/2022 18:47 --	--	--	
No	Rick	Rick	Harbison	rharbison@gocog.org	7/6/2022 18:54 --	--	--	
No	Chelsea	Chelsea	Amaio	chelsea.amaio@gmail.com	7/6/2022 19:59 --	--	--	
Yes	Anelise Shrout	Anelise	Shrout	ashrout@bates.edu	7/6/2022 21:02	7/13/2022 18:00	7/13/2022 19:16	76
No	Stephen	Stephen	Martelli	sjmartelli2186@gmail.com	7/6/2022 21:09 --	--	--	
Yes	Joseph Daniels	Joseph	Daniels	Joseph.Daniels@cafebonappetit.com	7/6/2022 21:10	7/13/2022 18:10	7/13/2022 19:16	66
No	Naomi	Naomi	Manjourides	Ncmanjo@gmail.com	7/7/2022 8:44 --	--	--	
No	Jason	Jason	Manjourides	Jmanjo15@gmail.com	7/7/2022 8:45 --	--	--	
No	Sarah	Sarah	Ward	Sarah.ward1322@gmail.com	7/7/2022 9:48 --	--	--	
No	Justine	Justine	Wiesinger	outgribing@yahoo.com	7/7/2022 14:00 --	--	--	
No	Reed	Reed	Stockman	reedstockman@gmail.com	7/7/2022 14:34 --	--	--	
No	Robert	Robert	Mentzinger	bmentzinger@gmail.com	7/7/2022 16:12 --	--	--	
No	Carla	Carla	Lauter	Carlajean@gmail.com	7/7/2022 16:24 --	--	--	
No	Leah	Leah	Graham	Leahchristinegraham@gmail.com	7/7/2022 16:30 --	--	--	
No	Justin	Justin	Purvis	logicrhymes@hotmail.com	7/7/2022 17:49 --	--	--	
Yes	Whitney King-Buker	Whitney	King-Buker	wkingbucker98@yahoo.com	7/7/2022 19:43	7/13/2022 18:00	7/13/2022 18:30	30
Yes	Whitney King-Buker	Whitney	King-Buker	wkingbucker98@yahoo.com		7/13/2022 18:32	7/13/2022 19:16	44
No	Isaac	Isaac	Kinzambi	isaackinzambi@gmail.com	7/7/2022 20:09 --	--	--	
No	Meredith	Meredith	Strang Burgess	meredith@burgessadv.com	7/7/2022 20:48 --	--	--	
No	Shukri	Shukri	Abdirahman	shukri@maineyouthpower.org	7/7/2022 21:00 --	--	--	
No	Michael	Michael	Lecomte	lcanfixtech@gmail.com	7/7/2022 21:09 --	--	--	
No	Siiri	Siiri	Cressey	wyld_womyn@yahoo.com	7/8/2022 0:01 --	--	--	
No	Adam	Adam	Szafran	adszafran@gmail.com	7/8/2022 2:52 --	--	--	
No	Tamson	Tamson	Bickford HAMROCK	info@kismetspace.com	7/8/2022 3:44 --	--	--	
No	ALLISON	ALLISON	BEANE	allison.beane@hilton.com	7/8/2022 6:14 --	--	--	
No	Nick	Nick	Murray	Nick@mainepolicy.org	7/8/2022 9:51 --	--	--	
No	Jen	Jen	Ballard	Jenballard1999@gmail.com	7/8/2022 11:53 --	--	--	
No	Robert	Robert	Fellner	rbtfellner123@gmail.com	7/8/2022 12:37 --	--	--	
No	Ralph	Ralph	Carter	Racarter1066@gmail.com	7/8/2022 14:24 --	--	--	
No	Heather	Heather	Hunter	hhunter@lewistonmaine.gov	7/8/2022 15:32 --	--	--	
No	Alex	Alex	Pine	c.alexpine@gmail.com	7/8/2022 16:03 --	--	--	
No	KANDY	KANDY	WOOD	woodkandy@gmail.com	7/8/2022 16:19 --	--	--	
Yes	Kira Kefer	Kira	Kefer	Kira.kefer@gmail.com	7/8/2022 16:57	7/13/2022 18:00	7/13/2022 18:59	59
No	Nathan	Nathan	Sessions	nathansessions1@gmail.com	7/8/2022 17:15 --	--	--	
No	Jim	Jim	Fitch	Rfitch@maine.rr.com	7/8/2022 17:54 --	--	--	
Yes	Paul Jacques	Paul	Jacques	snowbirdut69@gmail.com	7/8/2022 20:57	7/13/2022 18:00	7/13/2022 18:33	34
Yes	Paul Jacques	Paul	Jacques	snowbirdut69@gmail.com		7/13/2022 18:36	7/13/2022 19:16	40
No	Anna	Anna	Verrill	annaverrill@gmail.com	7/9/2022 6:20 --	--	--	
No	Morgan	Morgan	Harper	Mharper520@gmail.com	7/9/2022 7:06 --	--	--	
No	Kerry	Kerry	Cielinski	kerrycielinski@gmail.com	7/9/2022 8:17 --	--	--	
No	Kyle	Kyle	Montibello	Kmontibello@gmail.com	7/9/2022 11:07 --	--	--	
No	Julia	Julia	Goldstein	Julia.l.goldstein@gmail.com	7/9/2022 11:09 --	--	--	
No	Margaret	Margaret	Lynch	plynch38@gmail.com	7/9/2022 12:13 --	--	--	
Yes	Hope Cahan	Hope	Cahan	hopecahan@mac.com	7/9/2022 12:48	7/13/2022 18:02	7/13/2022 18:25	24



No	Terry	Terry	Stibbards	Stiboldaron@gmail.com	7/9/2022 12:52 --	--	--	
No	Nate	Nate	Cloutier	Ncloutier@eatonpeabody.com	7/9/2022 13:29 --	--	--	
No	Ben	Ben	Van Dyke	benvandyke94@gmail.com	7/9/2022 14:22 --	--	--	
No	Ethan	Ethan	Smythe	mailto.esmythe@gmail.com	7/9/2022 15:00 --	--	--	
No	Stephen	Stephen	Hasson	Stevehasson1@gmail.com	7/9/2022 15:50 --	--	--	
No	Martha	Martha	Catevenis	Mcatevenis@cs.com	7/9/2022 17:11 --	--	--	
Yes	Mark Truitt	Mark	Truitt	marktruitt06@gmail.com	7/9/2022 21:03	7/13/2022 18:05	7/13/2022 19:16	71
No	jerry	jerry	favreau	gskfavre@comcast.net	7/9/2022 21:05 --	--	--	
No	Georgia	Georgia	Chomas	georgiachomas@gmail.com	7/9/2022 21:48 --	--	--	
No	Sarah	Sarah	Wason	sheepraisin@gmail.com	7/9/2022 21:59 --	--	--	
No	John	John	Enkosky	john.enkosky@gmail.com	7/9/2022 22:04 --	--	--	
No	Sebastian	Sebastian	Rose	sebantrose@gmail.com	7/9/2022 22:34 --	--	--	
No	Alec	Alec	Jaegerman	alecjaegerman@gmail.com	7/9/2022 23:33 --	--	--	
Yes	susan goddard	susan	goddard	sugoddard@msn.com	7/10/2022 0:31	7/13/2022 18:00	7/13/2022 19:01	61
Yes	Carl Wilcox	Carl	Wilcox	cwilcox.maine@gmail.com	7/10/2022 7:07	7/13/2022 18:00	7/13/2022 19:16	76
No	Martha	Martha	Coleman	mcolema2@bates.edu	7/10/2022 10:39 --	--	--	
No	Emma	Emma	Bond	emma.e.bond@gmail.com	7/10/2022 11:29 --	--	--	
Yes	Evan Yerger	Evan	Yerger	evan.yerger1@gmail.com	7/10/2022 12:55	7/13/2022 18:02	7/13/2022 19:09	67
Yes	Breanna Konrad	Breanna	Konrad	Breanna.Bayliss@gmail.com	7/10/2022 14:45	7/13/2022 18:00	7/13/2022 18:20	20
No	Cliff	Cliff	Townsend	townsendcs@comcast.net	7/10/2022 20:28 --	--	--	
No	Elliott	Elliott	Thomas	ethomas@vptg.org	7/10/2022 21:23 --	--	--	
No	Paul	Paul	G	Pngwog@gmail.com	7/11/2022 0:12 --	--	--	
No	Fred	Fred	Barlow	Fsbarlow@gmail.com	7/11/2022 5:07 --	--	--	
No	Susan	Susan	Ellis	clevergirlsusan@gmail.com	7/11/2022 6:27 --	--	--	
Yes	Virginia Keel	Virginia	Keel	virginia@lametrochamber.com	7/11/2022 8:29	7/13/2022 18:25	7/13/2022 19:16	51
Yes	Jonathan LaBonte	Jonathan	LaBonte	j.labonte@auburnmaine.gov	7/11/2022 8:52	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Derek Fasset	Derek	Fasset	derek@hospitalitymaine.com	7/11/2022 8:55	7/13/2022 18:00	7/13/2022 19:13	73
Yes	Maureen Perry	Maureen	Perry	mperry@maine.edu	7/11/2022 8:55	7/13/2022 18:00	7/13/2022 19:16	76
No	Jennifer	Jennifer	Birmele	jennifer.birmele@ophotels.com	7/11/2022 10:03 --	--	--	
No	Andrew	Andrew	Johnson	BBruin66@gmail.com	7/11/2022 10:41 --	--	--	
No	Megan	Megan	Porter	fisher.megan@gmail.com	7/11/2022 10:57 --	--	--	
No	Bruce	Bruce	Hyman	bhyman@portlandmaine.gov	7/11/2022 11:44 --	--	--	
No	Kat	Kat	Okishoff	bluestocking314@gmail.com	7/11/2022 13:24 --	--	--	
Yes	Mike Meserve	Mike	Meserve	yzf250mike@yahoo.com	7/11/2022 13:33	7/13/2022 18:00	7/13/2022 19:09	69
Yes	Erin Zwirko	Erin	Zwirko	ezwirko@yarmouth.me.us	7/11/2022 13:42	7/13/2022 18:00	7/13/2022 18:09	9
Yes	Erin Zwirko	Erin	Zwirko	ezwirko@yarmouth.me.us		7/13/2022 18:09	7/13/2022 19:16	67
Yes	Tobin Williamson	Tobin	Williamson	tobinw@hotmail.com	7/11/2022 16:08	7/13/2022 18:00	7/13/2022 19:11	71
No	Peggy	Peggy	Rotundo	peggy.rotundo@gmail.com	7/11/2022 16:10 --	--	--	
Yes	Merry Stuhr	Merry	Stuhr	merryinmaine@maine.rr.com	7/11/2022 17:09	7/13/2022 18:00	7/13/2022 19:01	61
No	Simon	Simon	Lindquist	Sblindquist@gmail.com	7/11/2022 17:14 --	--	--	
Yes	Laurent Gilbert# Sr.	Laurent	Gilbert, Sr.	gilbertmayor@aol.com	7/11/2022 17:25	7/13/2022 18:04	7/13/2022 19:01	57
No	Julie	Julie	Otte	juliemomotter@aol.com	7/11/2022 17:47 --	--	--	
Yes	Celina R Azevedo	Celina R	Azevedo	celinarazevedo@yahoo.com	7/11/2022 18:07	7/13/2022 18:10	7/13/2022 18:26	16
No	Nicholas	Nicholas	LaCourse	Nicholasrlacourse@gmail.com	7/11/2022 19:13 --	--	--	
Yes	Jeanne Martin	Jeanne	Martin	jeannemartin865@gmail.com	7/11/2022 22:08	7/13/2022 18:00	7/13/2022 19:05	65
No	Paul	Paul	Beaudette	prbeaudette@roadrunner.com	7/12/2022 5:29 --	--	--	
Yes	Hoi Ning Ngai	Hoi Ning	Ngai	dartmouthgirl@gmail.com	7/12/2022 9:24	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Jenny Johnson	Jenny	Johnson	jenny@dorogamedia.com	4210 7/12/2022 10:01	7/13/2022 18:00	7/13/2022 18:24	25
Yes	Jenny Johnson	Jenny	Johnson	jenny@dorogamedia.com		7/13/2022 18:38	7/13/2022 18:40	2
Yes	Jenny Johnson	Jenny	Johnson	jenny@dorogamedia.com		7/13/2022 18:52	7/13/2022 19:00	8
No	Mary Lou	Mary Lou	McManus-Richter	mary.lou@mcmanusrichter.com	4039 7/12/2022 11:44 --	--	--	
No	Wayne E.	Wayne E.	Davis	wedavis@trainridersne.org	4112 7/12/2022 16:41 --	--	--	
No	Elizabeth	Elizabeth	Wise	Mainefreehealer@outlook.com	4268 7/12/2022 19:03 --	--	--	
No	Lagu	Lagu	Luka	Laguluka@gmail.com	4240 7/12/2022 20:59 --	--	--	
No	Robert	Robert	Pantel	robert.pantel@gmail.com	4103 7/12/2022 22:30 --	--	--	
No	Mark	Mark	Sengelmann	mark@ALPHAarchitects.com	4102 7/12/2022 23:18 --	--	--	
Yes	Jeremiah Bartlett	Jeremiah	Bartlett	jeremiahbartlett@gmail.com	4210 7/13/2022 7:45	7/13/2022 18:00	7/13/2022 18:34	34
No	Carlene	Carlene	Tremblay	carlene_tremblay@collins.senate.gov	4240 7/13/2022 9:02 --	--	--	
Yes	Mia Purcell	Mia	Purcell	mpurcell@community-concepts.org	4281 7/13/2022 9:07	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Helen Hale	Helen	Hale	hcurrieh@gmail.com	4240 7/13/2022 10:30	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Benjamin Belanger	Benjamin	Belanger	Ben_Belanger@hassan.senate.gov	3570 7/13/2022 11:59	7/13/2022 18:00	7/13/2022 19:16	76
No	Scott	Scott	Harriman	harriman.scott@gmail.com	4240 7/13/2022 12:37 --	--	--	
Yes	Jesse Sargent	Jesse	Sargent	sargent.professional@gmail.com	4210 7/13/2022 13:56	7/13/2022 18:07	7/13/2022 19:16	69
No	Mariah	Mariah	Pfeiffer	mariahpfeiffer@gmail.com	4240 7/13/2022 14:14 --	--	--	
Yes	Kristen Cloutier	Kristen	Cloutier	kristencloutier@yahoo.com	4240 7/13/2022 15:14	7/13/2022 18:00	7/13/2022 19:16	76
No	Elizabeth	Elizabeth	Eames	eeames@bates.edu	4240 7/13/2022 15:17 --	--	--	

Yes	George OKeefe	George	OKeefe	gokeefe@rumfordme.org	4276	7/13/2022 16:11	7/13/2022 18:01	7/13/2022 19:16	76
Yes	william gayle	william	gayle	william@nneptra.com		7/13/2022 16:31	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Natalie Bogart	Natalie	Bogart	Natalie@nneptra.com	4101	7/13/2022 16:47	7/13/2022 18:16	7/13/2022 19:16	60
No	william	william	weber	wjweber77@gmail.com	4103	7/13/2022 16:50 --	--	--	
Yes	Lake Ersek	Lake	Ersek	lakemmers@protonmail.com	4038	7/13/2022 17:11	7/13/2022 18:19	7/13/2022 19:16	57
Yes	Christine Santamore	Christine	Santamore	csanta11@yahoo.com	4210	7/13/2022 17:36	7/13/2022 18:00	7/13/2022 19:05	66
Yes	Louis Santamore	Louis	Santamore	lsanta03@yahoo.com	4210	7/13/2022 17:36	7/13/2022 18:00	7/13/2022 19:16	76
Yes	Stanley Koski	Stanley	Koski	stanley.koski@gmail.com		7/13/2022 17:59	7/13/2022 18:02	7/13/2022 19:00	59
Yes	tstibbards	tstibbards		tstibbards@gmail.com		7/13/2022 18:02	7/13/2022 18:02	7/13/2022 19:16	75
Yes	Steve Moriarty	Steve	Moriarty	Steve.Moriarty@legislature.maine.gov	4021	7/13/2022 18:16	7/13/2022 18:17	7/13/2022 18:52	36
Yes	Daniel Small	Daniel	Small	dsmall@cumberlandmaine.com	4021	7/13/2022 19:06	7/13/2022 19:06	7/13/2022 19:16	10
Yes	Ben Martin	Ben	Martin	bmartin0285@gmail.com		7/13/2022 19:11	7/13/2022 19:11	7/13/2022 19:16	5

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## Appendix B – Q&A Report

## Question Report

Report Generated:

8/8/2022 11:55

Topic

MaineDOT Economic Evaluation Study for Commuter and Passenger Train Service Between Portland and the Lewiston and Auburn Area

Webinar ID Actual Start Time

899 5263 4654

7/13/2022 17:22

Actual Duration (minutes)

114

# Question

49

Question Details

#	Question	Asker Name	Asker Email	Answer	Question Time	Answered Time
1	Are we supposed to just be seeing your face, Matt?	Jonathan LaBonte	j.labonte@auburnmaine.gov	Can you see the slides now?	7/13/2022 18:01	7/13/2022 18:08
2	Yes, once you started it was good, thanks!	Jonathan LaBonte	j.labonte@auburnmaine.gov	live answered	7/13/2022 18:12	7/13/2022 18:13
3	no portland growth expected?	tstibbards	tstibbards@gmail.com	live answered	7/13/2022 18:12	7/13/2022 18:33
4	I'm new-ish to Lewiston and Maine; where in Lewiston would the proposed station be exactly? On the two routes shown on the map, please make clear to the audience that route 1B follows the Pan Am corridor from Portland to Yarmouth junction, the SLR corridor from Yarmouth Junction to Danville Junction, and then returns to the Pan Am corridor from Danville Junction to downtown L-A. Your current maps suggest that the SLR corridor covers the whole route.	Tobin Williamson	tobinw@hotmail.com	live answered	7/13/2022 18:12	7/13/2022 18:33
5	Thank you.	Dick Woodbury	dickwoodbury1@gmail.com	live answered Hi Jonathan - there may be some internet connection issues involved. Sorry about that.	7/13/2022 18:15	7/13/2022 18:37
6	Audio is very choppy, is that being experience by the hosts?	Jonathan LaBonte	j.labonte@auburnmaine.gov		7/13/2022 18:21	7/13/2022 18:22
7	I trust you are aware this speaker has a poor connection and is cutting out much of what she is sharing	Anonymous Attendee			7/13/2022 18:24	
8	Thank you, Matt.	Jonathan LaBonte	j.labonte@auburnmaine.gov	live answered	7/13/2022 18:26	7/13/2022 18:33
9	Has there been any opening discussions with housing and zoning, in the various study areas, to help determine what collatoral development would best serve the different plans (i.e. affordable housing projects vs single family home communities)	Anonymous Attendee		live answered	7/13/2022 18:27	7/13/2022 18:38
10	What is a realistic projection for this project to become a reality?	Laurent "Gilbert, Sr."	gilbertmayor@aol.com	live answered	7/13/2022 18:27	7/13/2022 18:40
11	Are existing corridors/railways being used for the alternative analysis? Or are these greenfield routes? why does the St. Lawrence & Atlantic option create more development in Yarmouth than the CSX all the way. They both	Kira Kefer	Kira.kefer@gmail.com	live answered	7/13/2022 18:28	7/13/2022 18:41
12	interconnect to the Downeaster route	Carl Wilcox	cwilcox.maine@gmail.com	live answered	7/13/2022 18:29	7/13/2022 18:50
13	Are there any considerations of light rail or commuter rail along Route 1 in Scarborough? Historically this had trolley or light rail 100 years ago. Now this is only for cars with frequent traffic bottlenecks. Would you consider a study of this area?	Anonymous Attendee		live answered	7/13/2022 18:29	7/13/2022 18:50
14	Will you be looking at the potential economic impact from increased access to educational opportunities or work opportunities? Also, at what stage will you be looking at user demand (hours, etc.)?	Maureen Perry	mperry@maine.edu	live answered	7/13/2022 18:30	7/13/2022 18:54
15	What economic development impacts has VHB documented along long-distance rail trails, either in Maine or in other states? A group of 8 trail organizations has presented a plan that supports corridor 1A for passenger trains and a complementary rail trail on the SLA corridor. Are you evaluating the combined economic impacts, since that is a critical factor in comparing corridors 1A and 1B?	Dick Woodbury	dickwoodbury1@gmail.com	live answered	7/13/2022 18:30	7/13/2022 18:52
16	Did this analysis consider the presence of Bates College and the potential for increased and more regular visitor traffic associated with our students and potential applicants?	Hoi Ning Ngai	dartmouthgirl@gmail.com	live answered	7/13/2022 18:31	7/13/2022 18:52
17	Yes, USM has many students who live locally but take classes in Portland, or vice versa.	Maureen Perry	mperry@maine.edu	live answered	7/13/2022 18:32	7/13/2022 18:53
18	How many more steps for Lewiston-Auburn passenger rail?	Nick Przekopowski	Nickprzekopowski@yahoo.com	live answered	7/13/2022 18:33	7/13/2022 18:53
19	I agree with everything Whitney said.	Virginia Keel	virginia@lametrochamber.com		7/13/2022 18:33	
20	Wondering about suport or non support from CSX RR who now owns the main line into Lewiston. SLA option. The Pineland east station. Is that located in Pownal on Allen Road or New Gloucester on Route 231? Development and usage will be very different between the two. There is a lot of southbound traffic every morning on Rt 231. Allen Road is a east west commuter: Freeport to North Windham/Gray. Zoning in New Gloucester is more pro growth than Pownal.	KEVIN MICHAUD	kmichaud@bates.edu	live answered	7/13/2022 18:33	7/13/2022 18:55
21	Property taxes in Pownal are high that reduce new housing. Pineland west appears to be on Morse Road. Either Pineland itself or the state through the well head protection program have prevented recreational parking for canoeist at Morse Road. If an occassional parked car for canoeing is such a threat how	Carl Wilcox	cwilcox.maine@gmail.com	live answered	7/13/2022 18:33	7/13/2022 18:56
22	possibly can a parking lot for commuters ever be approved at this location? new Lewiston resident here. i'm an IT consultant for Delhaize in Scarborough. i've used commuter rail to wash DC union station	Carl Wilcox	cwilcox.maine@gmail.com	live answered	7/13/2022 18:35	7/13/2022 18:56
23	while working for Amtrak, and am a big fan. very excited about the possibility of rail service to L/A. SLRs route would seem better since there is no traffic on it at this moment compared to PanAm/CSX and its expecations of	tstibbards	tstibbards@gmail.com		7/13/2022 18:37	
24	more railtraffic in a few years.	Mike Meserve	yzf250mike@yahoo.com	live answered	7/13/2022 18:38	7/13/2022 19:00
25	In general when it would actually operating? Thanks for addressing my first question. In your final report, I hope you will make explicitly clear:that the SLA corridor from	Laurent "Gilbert, Sr."	gilbertmayor@aol.com	live answered	7/13/2022 18:39	7/13/2022 18:58
26	Portland to Yarmouth Junction is	Dick Woodbury	dickwoodbury1@gmail.com	live answered	7/13/2022 18:39	7/13/2022 19:01
27	do you believe it may happen in a year or 2 ?	Jeanne Martin	jeannemartin865@gmail.com	live answered	7/13/2022 18:40	7/13/2022 19:01
28	Is it anticiptaed that frequency would support commuting to Portland?	Heather Walters	hmeidq@gmail.com	live answered	7/13/2022 18:41	7/13/2022 18:57

I'm abutter to the train route. I have lived along the route for about 50 years. Depending upon locomotive maintenance, the air emmissions can be quite foul. Has the technology advanced for such a short line route that the locomotive can be battery powered to avoid the diesel emissions and fire hazard? I have had my property burned three times by the railroad once requiring my family to evacuate with fire reaching approxitely 100 feet to our home.	Carl Wilcox	cwilcox.maine@gmail.com	live answered	7/13/2022 18:42	7/13/2022 18:58
Thanks for addressing my first question. In your final report, I hope you will make explicitly clear: (1) that the SLA corridor from Portland to Yarmouth Junction is not being considered by MaineDOT for passenger trail service, and that (2) route 1B would require starting on the CSX corridor, crossing over to the SLA corridor, and then returning to the CSX corridor; while route 1A would use the CSX corridor on the whole route. Thank you.	Dick Woodbury	dickwoodbury1@gmail.com	live answered	7/13/2022 18:43	7/13/2022 19:01
31 Thank you!	Maureen Perry	mperry@maine.edu		7/13/2022 18:51	
32 Is the focus on new housing and business in the new station areas because it will increase ridership?	Sue Ellen Bordwell	sebordwell@gmail.com	live answered	7/13/2022 18:51	7/13/2022 19:01
33 May I recommend that you give more time to Mr. Donovan as he has been at this for years. I would like to hear more from him	Laurent "Gilbert, Sr."	gilbertmayor@aol.com	live answered	7/13/2022 18:52	7/13/2022 19:03
34 Sharing of rail trails with rail lines can work harmoniously.	Whitney King-Buker	wkingbuker98@yahoo.com	live answered	7/13/2022 18:52	7/13/2022 19:02
35 Nate, when you answer this, make clear that CSX needs to approve 1B too@!!	Dick Woodbury	dickwoodbury1@gmail.com	live answered	7/13/2022 18:54	7/13/2022 19:07
In the development in changes of Rail carriers from Pan am to CSX . What is the is the plan or suggestion if Freight traffic would increase and pose a more challenging effort to establish the operations of the passenger service between Lewiston and					
36 Portland area on Route 1A on Map?	Eric Emery	eemery@maine.rr.com	live answered	7/13/2022 18:55	7/13/2022 19:07
37 It's in the travel propensity study. Could VHB or MaineDOT drop the link here for folks?	Jonathan LaBonte	j.labonte@auburnmaine.gov	live answered	7/13/2022 18:56	7/13/2022 19:03
Here it is: <a href="https://www.nnepa.com/wp-content/uploads/2020/06/Lewiston-Auburn-Passenger-Rail-Service-Plan-Transit-Propensity-Report.pdf">https://www.nnepa.com/wp-content/uploads/2020/06/Lewiston-Auburn-Passenger-Rail-Service-Plan-Transit-Propensity-Report.pdf</a>					
38 Propensity-Report.pdf	Jonathan LaBonte	j.labonte@auburnmaine.gov		7/13/2022 18:56	
39 how long is the trip from Lewiston to Portland anticipated to take?	Maggy Wolf	mswnola@gmail.com	live answered	7/13/2022 18:57	7/13/2022 19:03
40 Would "workday" include hours beyond 9-5? Not everyone works standard hours, and students have evening classes.	Maureen Perry	mperry@maine.edu	live answered	7/13/2022 18:57	7/13/2022 19:08
41 are you assuming additional housing demand is incremental to maine or just to that immediate vicinity?	tstibbards	tstibbards@gmail.com	live answered	7/13/2022 18:59	7/13/2022 19:04
42 Yes it iddi	Jonathan LaBonte	j.labonte@auburnmaine.gov	live answered	7/13/2022 19:00	7/13/2022 19:03
I must go but I want to thank you all so very much for the hard work you are doing to make this service come true. I really					
43 appreciate you all . Goodnight :)	Jeanne Martin	jeannemartin865@gmail.com	live answered	7/13/2022 19:04	7/13/2022 19:08
How CSX freight rail lines doing a day or night to impact to interrupt Downeaster/commuter rail their daily day trips schedules					
44 up to Lewiston-Auburn area in the future?	Nick Przekopowski	Nickprzekopowski@yahoo.com	live answered	7/13/2022 19:05	7/13/2022 19:08
45 With Lewiston's major employers being the hospitals, we need to think of shift workers.	Maureen Perry	mperry@maine.edu	live answered	7/13/2022 19:06	7/13/2022 19:12
46 Thank you!	Maureen Perry	mperry@maine.edu		7/13/2022 19:07	
47 What if the ridership doesn't meet the demand for the service for the route?	Eric Emery	eemery@maine.rr.com	live answered	7/13/2022 19:09	7/13/2022 19:14
Has there been an evaluation of what will need to be done to make the rail and terminal access in Portland sufficient to support		Joseph.Daniels@cafebonappetit.com			
48 this addition service?	Joseph Daniels	com	live answered	7/13/2022 19:11	7/13/2022 19:14
49 Thank you much.	Whitney King-Buker	wkingbuker98@yahoo.com		7/13/2022 19:15	

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## Appendix C – Additional Comment

**From:** Caroline Lucas  
**Sent:** Monday, August 8, 2022 5:02 PM  
**To:** Caroline Lucas  
**Subject:** FW: [External] FW: Lewiston-Auburn Passenger Rail Service Plan

-----Original Message-----

From: Howard, Nathan <[Nathan.Howard@maine.gov](mailto:Nathan.Howard@maine.gov)>  
Sent: Thursday, July 21, 2022 7:26 AM  
To: Maggie Maddox <[MMaddox@vnb.com](mailto:MMaddox@vnb.com)>  
Subject: [External] FW: Lewiston-Auburn Passenger Rail Service Plan

FYI

-----Original Message-----

From: [Communications.MaineDOT@maine.gov](mailto:Communications.MaineDOT@maine.gov) <[Communications.MaineDOT@maine.gov](mailto:Communications.MaineDOT@maine.gov)>  
Sent: Sunday, July 17, 2022 9:33 PM  
To: Howard, Nathan <[Nathan.Howard@maine.gov](mailto:Nathan.Howard@maine.gov)>  
Subject: Lewiston-Auburn Passenger Rail Service Plan

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The following message was submitted from your MaineDOT website contact form .

Date: Sunday, 17-Jul-2022 20:44:12 EDT  
Name: Robert D Stone  
Organization(if applicable):  
Phone: 12077841099  
Email: [bstone04210@gmail.com](mailto:bstone04210@gmail.com)

Topic:

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Comments:

Comments re: Passenger Rail Economic Evaluation Prepared by Bob Stone 071722

Background: I was appointed by Auburn Mayor Labonte to the 2019 study committee looking at demand propensity, service design and implementation/operations costs. I am also serving as Vice Chair of the Maine Turnpike Authority Board. My comments are my personal opinions.

Comments:

It was interesting to hear of the 15 minute walk and 3 minute drive being used as a catchment area for this study. The demand propensity analysis used a catchment area much larger. I doubt very much that 610 one-way tickets a day will be purchased from riders in the study's catchment area, especially downtown Lewiston.

I think the study committee should look very closely at the CNT supporting the expansion to the Town of Brunswick. Lewiston and Brunswick are but 20 miles apart. The economic development projections for Brunswick growth in areas such as housing development and retail sales were horribly overstated and I hope that a repeat of such exuberance is not repeated.

The costs of expansion to Lewiston are probably near \$300 million with the latest round of high inflation and the operating costs are probably much more than the \$20 million estimated three years ago. If the municipalities along the 35 miles (including Portland) are going to be required to subsidize the construction and operations/maintenance expenses, I would hope that these

costs are netted against all of the economic advantages generated by this new transportation system.

The 2019 study concluded that a commuter rail design model, running 22 separate train segments daily (weekdays) would see 600 or so one-way tickets on average per day. That's about 27 passengers per segment. How much economic impact will 27 riders have on the cities of Lewiston or Portland? I foresee very minimal impact.

As riders climb aboard the train to shop and enjoy entertainment in Portland and/or Boston, the city of Lewiston's business establishment will not take in their dollars. Dollars can be spent only in one city, not in two at the same time. Lewiston will be experiencing a "giant sucking sound" as dollars are spent to the south. I am amazed that a Chamber of Commerce could support this proposal. Lewiston has precious little retail now. Wait until yet another method is added to facilitate travel out-of-town.

In the many years I have been following the rail fans trying to justify passenger rail (remember that Maine Central RR pleaded with its regulator, the Maine PUC, to be allowed OUT of the passenger rail business), I've seen many projects supposedly credited to passenger rail that were a blatant justification overreach. I hope this study will assign credit to an extended passenger rail ONLY if the project is being built due to a rail line passing near the project. Saco Island and Thompson Point are but two examples.

My personal opinion is that this extension will be, in the end, a large mistake and folly, a transportation boondoggle. I would not want my name listed as a supporter in any way. The numbers do not add up. Proceed cautiously. Passenger rail cars are best seen in museums.

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If required, please respond as soon as possible.